MARINE RECORD

ESTABLISHED 1878.

VOL. XX. No. 11. CLEVELAND---MARCH 18, 1897---CHICAGO. $2.00 Per Year. 10c. Single Copy

LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interest of Lake Carriers, and improve the character of the service rendered to the public.

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NOTICE TO MARINERS.

CHANGE IN ILLUMINATING APPARATUS AT RIVER THAMES LIGHT STATION.

From and after the opening of navigation this spring a change will be made in the illuminating apparatus in the back range tower at the mouth of River Thames, Lake St. Clair.

This notice affects Canadian List of Lights and Fog Signals No. 977.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries,
Ottawa, Canada, 27th February, 1897.

MAUMEE BAY RANGES SOUTH LIGHT STATION.

Treasury Department, Office of the Light-House Board,
Washington, D. C., March 13, 1897.

Notice is hereby given that, on the opening of navigation, 1897, the fixed white lens-lantern light, about 1,000 feet south of the front light of the Maumee Bay Range lights, Maumee Bay, will be discontinued.

By order of the Light-House Board:

JOHN G. WALKER,
Rear Admiral, U. S. Navy, Chairman.

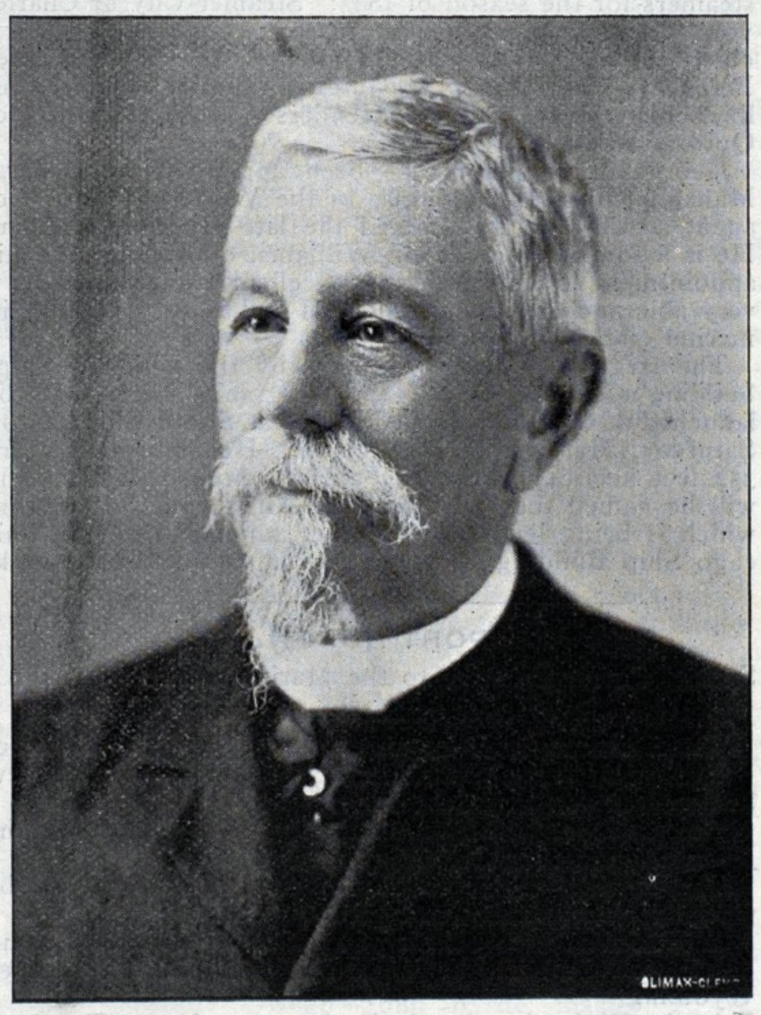
MATT. O'BRIEN.

Supervising Inspector of Steam Vessels, 10th. District, New Orleans, La.

The Tenth Inspection district takes in all ports on the Gulf coast from Cape Sable to the Rio Grande River, Texas, Louisiana, Mississippi, Alabama and points in Georgia and Florida. Capt. O'Brien was appointed by President Cleveland, May, 1885. His predecessor, Capt. Geo. L. Norton, having resigned. Capt. Norton gave Mr. O'Brien earnest support for the office that he now holds.

Lieut. Sinclair, author of "Two Years on the Alabama" says: "Of the officers of the Confederate States Navy serving on cruisers, O'Brien ranks among the most fortunate in the nature of his service, being attached for the entire period of the war to the three most noted Confederate cruisers afloat. Starting upon the lowest rung of the ladder, his abilities and faithfulness raised him in this short period to the very topmost. He was born in County Limerick, Ireland, in 1837. His parents immigrated to this country, and settled at Tuscaloosa, Alabama, when he was six years old. Five years after, they moved to New Orleans. In 1852 O'Brien was entered an apprentice at Leed's Foundry, serving his time in the machine-shop until the breaking out of hostilities.

On May 20th, 1861, he was commissioned third assistant engineer, Confederate States Navy, from the state of Louisiana, and assigned to duty on the Sumpter. When the Sumpter was laid up at Gibraltar, he was ordered to Liverpool, and taking passage on the British steamer Euphrosyne, with other of his brother officers, was wrecked in Vigo Bay, Spain, and narrowly escaped with his life. Eventually arrived at Liverpool, he was assigned to the Alabama, and upon the arrival of Semmes, took passage on the Bahama for Terceira. After the destruction of the Alabama he was placed on waiting orders, and in October, 1864, he was ordered to the Shenandoah, and made the full cruise in this vessel as chief engineer. On the surrender of the Shenandoah, at Liverpool, seven months after the close of hostilities, he returned home, Line, where he remained until he was appointed to his and soon entered the employ of the Morgan Steamship present position. O'Brien is now United States supervising inspector of steam vessels for the tenth Louisiana district, with headquarters at New Orleans, La. O'Brien's skill and resource were very unusual, even in the line to



SUPERVISING INSPECTOR MATT. O'BRIEN.

which officers of his grade are most carefully trained.

The Alabama cruised for two years without opportunity to avail herself of machine shops and dock yards, and at the end of that time her machinery was in excellent condition and her boilers still available. Candor requires the statement that this circumstance was due principally to O'Brien's mechanical skill and long training as a machinist.

But O'Brien possessed another trait of almost equal value, when the monotony and hardships of the cruise were considered with reference to their effect upon temper and spirits. He was without exception the jolliest fellow ever met, and possessed a wonderful power of imparting cheerfulness and good nature to every person with whom he came in contact. He had a marvellous faculty of discovering the ludicrous side of misfortune, and could point out the silver lining of hope on the darkest clouds of our discontent. Who shall say whether the mechanical or moral value of such a comrade is to be deemed the greater?

STEEL FORGINGS FOR MARINE ENGINES.

The records so far as given show that about a dozen large ocean vessels have broken their shafts during the past two months. Lake vessel owners were reminded of the fact that there is a similar mortality of shafts, crank pins, and other forged parts of marine engines on lake vessels by the paper read before the Lake Carriers' Association at Detroit in January last, by Mr. H. F. J. Porter, western representative of the Bethlehem Iron Co., who had a long list of accidents of this kind which happened during the past year. In a paper recently read before a scientific body in Chicago Mr. Porter said: "It is the duty of the designing engineer to make the ports of his engines as light and as strong as possible, and it is for these reasons that the weaker and less reliable admixture known as wrought iron is gradually being replaced by the stronger metal, steel. In case where economy in space and weight is required, the still stronger alloy, known as nickel steel, is rapidly coming into use. The old idea that wrought iron was more reliable than steel on account of its fibrous nature has given way now that we understand how to properly manufacture steel. The impression used to prevail among those who had not given the matter careful consideration that the charasteristic difference between wrought iron and steel was that the former was essentially fibrous, whereas the latter was crystalline in its structure; and that wrought iron, on account of its fibre, was tougher and more tenacious, whereas steel was apt to snap off suddenly. It was also supposed that it was only when wrought iron was subjected to sudden shock and vibration its structure would assume a crystalline character, and that it would then break like steel. We know that these ideas are very primitive; that all metals are by nature crystalline, wrought iron with the rest. All metals in cooling from a liquid to a solid state solidify by crystallization. This is the only period when crystallization can take place, and vibration and shock have nothing to do with making wrought iron crystalline, for it is already in that condition. As far back as 12 years ago, Prof. Thomas Egleston, of the School of Mines, Columbia College, New York city, in a discussion of this subject at a meeting of the American Society of Mechanical Engineers, said: "With regard to fibrous iron, there is no such thing. It is an appearance, not quality. Etching with acid does not prove the fibrous structure, since all iron contains a considerable amount of slag easily soluable in acids. This in a rolled bar will be distributed more or less uniformly in the direction in which the bar has been rolled, and when acted upon by acid will be eaten out in more or less parallel layers from the outside. When the action is continued, this appearance of parallelism disappears, as it is only superficial. If the same iron is submitted in a tube to a current of chlorine gas, the whole of the iron will be dissolved out and a mass of exactly the same shape as the iron will be left behind, which is exceedingly light and porous, and which is slag. If this be examined it will be seen to have a sort of pseudo-laminated structure running through its mass, which brings long strings of it to the outside of the iron, giving the pseudo-fibrous appearance to the piece when it is etched. If the end of any fractured bar which has the pseudo-fibrous structure is examined with a glass, each so-called fibre will be seen to be the face of a crystal. It is the drawing out of the ends of these crystals which produces the change of color in the mass which gives the pseudo-fibrous appearance. If the surface were highly magnified there would be no fibrous appearance."

Capt. Gus Hinckley, of Cape Vincent, has received from the U. S. Government the contract to place the buoys in Lake Ontario and the St. Lawrence River eastward as far as Ogdensburg. The work will be commenced as soon as navigation opens.

NEWS AROUND THE LAKES.

CLEVELAND.

Special Correspondence to The Marine Record.

The River Machine & Boiler Works, Teare & Thomas, proprietors, are full of work, and the prospects are excellent for the season's business.

The Chase Machine Co. are meeting with a full share of patronage in the marine line and they have recently started several more skilled machinists at work.

John Thomson, the engineers' supply store on River street, is a lively place this week. I have met more engineers there during the last few days than ever before. Trade seems to be brightening up again.

General Manager Newman of the C. & B. Line expects to be able to get into Buffalo about the first of the month. The big steamer City of Buffalo will be brought here from Detroit the latter part of next week. The Toledo boats will probably not be started out until the middle of April.

The Globe Iron Works Co. have secured a contract aggregating nearly $400,000. In submitting their bid to the Treasury Department, the "Globe" was below all bidders and therefore will undoubtedly be awarded the contract for the construction of two revenue cutters to be finished in April, 1898.

The thanks of the Record are due to the branch hydrographic office at this port for some valuable information given this week in their "Notice to Mariners." The lieutenant in charge at present is always prompt in disseminating whatever information comes to hand. Furthermore, I learn that his is courteous to all sailors who visit his office.

The Cleveland Ship Building Co. are keeping busy at work on their present contracts and Superintendent Bristow is not losing a moment of time in handling his men. The yard is being kept going at its full capacity. The engine shops under the management of Mr. Steele, are also busy and the boiler works with our old friends Miller in charge are more than pulling up on the local industry of boiler making.

Department of Agriculture, Weather Bureau, Office of the Observer, Cleveland: The following information has been received from the Chief of the Weather Bureau, Washington, D. C. The display of wind signals will be resumed this season at the regular and wind signal display stations on the lakes as follows: Lakes Pepin, Michigan, Huron, St. Clair, Erie and Ontario, on April 10th; Lake Superior, May 1st. W. B. Stockman, Local Forecast Official.

The steamer City of Detroit is due here today, and she will continue to make tri-weekly trips until about the first of next month, when the steamer City of Cleveland will be put in commission, and then daily trips will be made. To this will be added an extra service during daylight in the summer months, and patrons of Lake Erie travel will enjoy the greatest amount of pleasure for the least amount of money ever expended. During the summer months a D. & C. steamer will leave here in the morning and another one at night.

Capt. Daniel McLeod has resigned from the management of the publication known as the Inland Lloyds Vessel Register. A revision of the Register for 1897 is being made at Buffalo with the least possible expense, by Capt. George McLeod, Cyrus Sinclair, John Perew and other representatives of the Chicago and Buffalo agents who have published it for many years past. It is understood that the new book will contain no valuations in cases where vesssl are above $50,000 in value, and in this feature is where the endeavor to modernize the register, which, however, under the changed conditions of shipbuilding, cannot be up to the standard until the rules in the publication are thoroughly revised.

Bartlett & Tinker, representing the Grummond Line, say that freight rates had not been reduced to meet the cuts made by the D. & C. Co. The second passenger and freight steamer will be placed on the route on April 1. In the meantime the large tug Swain will assist the State of Michigan. Many people are taking advantage of the low passenger rates, the City of Detroit being crowded almost to its full capacity. At the same time the Grumomnd Line are not losing any of their trade and their agents at this port are hustling for all there is in it, both in the passenger and cargo traffic. Messrs. Bartlett & Tinker will certainly corral all of the business they can for the Grummond Line.

The Detroit Journal indulged a day or two ago in speculation regarding the probable opening of navigation on Lake Erie this spring. It said: "The spring equinox occurs on March 21, and usually there is a stormy period of ten days or two weeks preceding that date. Now is it not time that we were about getting over this equinoctial craze and the various legends connected therewith? To even surmize that the celestial economy of the universe waits to be revolutionized and to set air in motion like a whirligig at a specfied date has now become an exploded notion. The changes of the seasons we are quite prepared and willing to take aboard, but these radical notions relative to the sun passing the equator (so-called) and its abnormal effects at such a time is simply beyond credence.

CHICAGO.

Special Correspondence to the Marine Record.

The Independent Tug Line towed the steamer John N. Glidden and barge Aberdeen from Milwaukee to Chicago Friday to load grain. They also towed the barges Geo. Warmington and Sophia Minch to the Santa Fe elevator.

Capt. Alex. R. Sinclair arrived here from Duluth on Tuesday.

The engineers of the s. s. Curry are here fitting out her machinery.

James A. Calbick & Co., chartered the barge Aberdeen for corn to Kingston at 4 cents.

Capt. Thos. Beggs has been appointed master of the Warde Trans. Co.'s steamer Niko.

At the Independent Line's floating dry dock the tug E. E. Rice is in for general repairs.

Capt. Joseph Lampoh, of the steamer John N. Glidden is here looking after the loading of the Glidden and consorts.

The Dunham Towing Co. towed the steamer Lansing to the Neeley elevator and the barges Middlesex and Halsted to the Indiana elevator to load grain.

Captain Thomas Gleason died at his residence 3104 South Park avenue, Monday afternoon, March 15th, of consumption, after a long and painful illness.

The Northern Michigan Trans. Co. steamer Petoskey has received an electric light plant which will supply her with 200 lights, each state-room being furnished with an electric light.

Capt. John Mitchell, John Corrigan and H. A. Hawgood of Cleveland paid Chicago a visit this week. Capt. James Davidson of West Bay City, stopped off here on his way home from the South.

The Masters' and Pilots' Harbor 33, Chicago, gave a progressive pedro party and banquet Tuesday evening. There was a large attendance, and all present thoroughly enjoyed themselves.

The steamer George T. Burroughs, Capt. Stephen Jones, is receiving a general overhauling of her hull machinery and boiler and will be ready by April 1st to start for Cleveland, where her owners have contracted to build a water tunnel for the city authorities.

At a meeting of the Masters' and Pilots' Harbor 33, Chicago, held Wednesday afternoon, March 10th, at their hall, an emergency fund was created of $3.00 for initiation fee and 25 cents per month. The following were initiated as new members: Captains Samuel R. Chamberlain, John Isbister, George L. Cottrell, Wm. Gannon.

Appointments to the Northern Michigan Trans. Co.'s steamers for the season of 1897: Steamer City of Charlevoix—Capt. Wm. Finucan, master; James W. Myers, chief engineer; Richard Donnelly, steward. Steamer Petoskey—Capt. Peter McGuiggan, master; Thos. Collins, chief engineer; G. O. Henderson, clerk; Frank McQuillan, steward.

George C. Williams has been appointed by General Manager Gibson L. Douglas of the Western Transit Co. agent at Chicago, to succeed the late Hugh MasMillan. He is a son of Capt. Frank Williams, of Buffalo, and his appointment is considered an excellent choice as he is a very able and efficient young man and is very popular in marine circles in Chicago.

The large steel barge building by the Chicago Shipbuilding Co. for C. W. Elphicke and others will be launched at the company's shipyard at South Chicago, on Saturday, March 20th, at 3 p. m. Her dimensions are 352 feet keel, 44 feet beam, 26 feet molded depth. She will be named the "Carrington." The steamer Lewiston, which is being lengthened 50 feet amidships by the Chicago Ship Building Co., will go out of dock next week.

PORT HURON.

Special Correspondence to the Marine Record.

But very little ice is running in St. Clair River.

Vessel owners look for an early opening of navigation.

The steam barge Thos. Scott is being fitted with new furnaces at the Schofield shops.

The work on the new boat, now being built by the Jenks Shipbuilding Co., is progressing rapidly.

The marine engineers of the city will nearly all be placed for the season during the present week.

A. H. Schofield is building a new boiler for H. N. Loud & Co., of Oscoda. It is to be placed in the steamer Wyoming.

At the Wolverine dry dock, the steam barge Cleveland is being fitted with new steel keelson straps, which will make her a staunch craft. The steel used is 16 inches wide and ¾ thick.

The Jenks Shipbuilding Co. has just closed a three years' contract to carry iron ore from Lake Linden to Black Rock. The contract calls for the moving of 40,000 tons annually. The contract will keep two boats busy during the entire season.

Benjamin Colwell and Frank Fisher, of Buffalo, have taken their claim against James Cobell, of Marine City, for $226.50, to the supreme court. They allege that it is due them for lightering the schooner C. L. Young last fall. An attachment was secured.

The body of Thomas Raney was found in the river at Sarnia on Friday. It was wedged in between a pile and the steamer Unique. Raney disappeared from his home about three months ago, and his family have been searching for him every since. The body was badly decomposed.

The attempt to break the windrows of ice in Green Bay, just outside of Sturgeon Bay entrance, has proved a failure. The captain of car ferry steamer Ann Arbor No. 2 has examined the work done by Ben Smith, the dynamite expert, and concluded that his steamer could not be forced through the barrier.

Manager C. F. Bielman, of the Star-Cole Lines, announces that the steamer Arundel will make her start for Port Huron within a very few days. The ice has broken up in Lake and River St. Clair greatly during the past few days, and it is only a question of a short time now until the Arundell can easily get through.

The ice in St. Clair River broke away at this place last Thursday, and was taking one of Alger, Smith & Co.'s rafts, which was secured at the Toledo Salt block, down the river, until it struck solid ice, forming a gorge of ice and logs, 20 feet high. The force of the gorge was terrible, pulling up the piles and snapping large chains in tow. The timber all along the river suffered considerable damage.

Diligent inquiry fails to find any change or feature in the freight business. There is a degree of confidence and a hope for a fairly successful season among all vessel owners, but as for anything tangible, there is as little in sight apparently as two months ago. The iron situation must adjust itself before anything definite will be accomplished in lake freights. Vessel men are free to assert that if boats could or would remain idle until the middle of June or first of July, 1897, would prove a very good paying season indeed.

Vessel owners are disappointed over their failure to secure needed aids to navigation. Several months ago they confined their work to lights and buoys that are considered absolutely essential to safe navigation. It became apparent very early that Congress was not disposed to be liberal and that the demands of the vessel owners would not be satisfied. Treasurer George P. McKay, and Secretary C. H. Keep, of the Lake Carriers' Association, who were sent to Washington, induced the Senate to incorporate in the civil sundry bill an appropriation of $25,000 for gas buoys. This is all that the great lakes will secure, if anything.

There was a large attendance of marine engineers at their meeting held on Saturday evening, the occasion being the visit of National President Uhler. During his address Mr. Uhler said the first association was organized at Cleveland on February 23, 1875, since which time there has been a rapid growth. Mr. Uhler said the association had brought about many needed reforms which were apareciated by all marine men. President Uhler closed by saying that he would sooner be president of the Marine Engineers' Association than President of the United States. No organization lives up to its laws as well as the Marine Engineers. The members are courageous and sober.

DETROIT.

Special Correspondence to the Marine Record.

The steamer Mascot is nearing completion at Stevenson's dock. She is to be ready for running by April 1st.

The City of Buffalo is being scrubbed and painted. She will leave Detroit about April 1st. The Detroit Dry-Dock put a new channel plate in her engine this winter.

The steamer Imperial will start on the Windsor-Pelee Island route about April 1st. The engineer, Mr. James, a very popular and efficient officer, has decided to remain north this year, and the steamer loses a valuable man.

Parker and Millen's new dock and warehouse is assuming shape. Mr. B. H. Parker says it will certainly be ready by April 1st. The steamer Arundel is now about ready to start as soon as ice is weak enough in the St. Clair River.

The daylight service of the D. & C. Line for this summer will of itself prove a great attraction, and, so favorable are the circumstances attending the outlook of the line, there is just a faint possibility that the great company may add another ship to their fleet in the future.

In the language of the Mississippi River pilot, "the jig is up." Either the Grummond Line or the D. & C. Line must soon succumb. The latter, on Wednesday morning put into effect a schedule of 1 cent per hundred weight on all classes of freight between Detroit and Cleveland both ways. Mr. Grummond had previously declined to meet the D. & C. passenger rate, and in an interview with the Record said he was chiefly attending to his freight business. The D. & C. Line, however, has carried the war which Mr. Grummond inaugurated last fall, into the enemy's camp, and it is simply a matter now of who can stand the struggle the longest. On Monday night the D. & C. Line carried 175 passengers to Cleveland, and the list will constantly increase as the season advances.

All the Detroit vessel owners are patiently waiting for something new to occur in the freight situation, and give them an opportunity to see something ahead for this season. Detroit vessel men will, many of them, refuse to tie themselves up at 70c or some such rate; but the fact remains that if they are to carry iron ore they must carry at a low rate, and may not, if running wild, average even 70c for the season. The whole situation depends upon the iron market and its varying demands. It is probable that the general feeling of returning prosperity may in some measure increase the demand of this season above the stocks on hand, and create an active demand for more ore. But the price at which iron seems likely to sell for some time, of course, precludes in the estimation of many vessel owners a possibility for good freight rates this year. Then, too, the great and constantly increasing

tonnage, greater dispatch facilities and greater speed, all tend to lessen freights by giving greater quantities at shorter notice. But, in any event, the future of lake freights is at the present moment a sealed book, which only opportunity can open.

The Tompson Tug Line are very busy getting their fleet of tugs ready for the opening of navigation.

Capt. A. E. White, of Detroit, has spent a good portion of the week among Port Huron vesselmen.

The steamer Mary arrived up on the first trip of the season this week. The boat will make regular trips from now on.

Vessel men fear a freshet in Black River and many of them are taking extra precautions regarding the safety of their boats.

The steamer State of Michigan is now making trips between Detroit and Cleveland. The D. & C. steamers went into commission on Saturday.

There is ice as far as the eye can see in Lake Huron and if we should get the wind from the north the river would no doubt be blocked with ice again.

J. D. Dyar, of the Detroit-Port Huron Electric road, was on Monday night given a franchise on Crocker avenue, Front and East streets. James G. Tucker, receiver of the French Line, was given a franchise on North Gratiot avenue, with a loop to the Avery House. A bond of $2,000 was required in each case.

A party of upwards of 100 friends and neighbors made a complete surprise visit with Capt. H. W. Davis and wife at their residence on Ontario street on Monday evening. The occasion was the thirty-first anniversary of the wedding-day of Capt. Davis and wife. The company indulged in progressive pedro.

It has been suggested by business men of the city that the steamer Unique can find a profitable route between this city and Sand Beach. The ports on the route, it is asserted, would furnish her with a large amount of profitable business in both passengers and freights, and running arrangements could be made to carry passengers from Detroit to Sand Beach in a single day, and wholly by daylight. The scheme would certainly be a good one for Port Huron, as well as for the other places on the route.

At three minutes past 10 o'clock Sunday the big ice breaker Promise left the foot of Woodward avenue and steamed up the Detroit river. The day had been threatening in the extreme, and a violent snow blizzard had just blown over when she started. The day was so bad that many persons who generally accompany the boat on her first annual excursion to the Flats did not come, and it was a small but merry party which steamed into the St. Clair ice fields. It was blowing 35 or 40 miles an hour when the steamer struck the first heavy floe, off Grosse Pointe, and the big engines were turned on high pressure to force a way through. Once only was the boat stopped, and that time not enough power was used in running into a heavy field. For the most part a steady though slow progress was made, and for the last eight miles Lake St. Clair was free of any but narrow strips of drifting ice. The canal was found full of ice, but the steamer ploughed straight through, and at 1:08 o'clock the Old Club was reached. Although such an early coming was rather unexpected, the letter mailed a week before not having reached the winter keeper, a bountiful dinner was laid, and the guests did ample justice. The steamer and some few members of club houses and cottages further up the river went on, nearly to the Toronto Club, and then after finding the ice growing so heavy it would be an effort to break through, the big steamer returned, picking up passengers as she came. The Old Club was left at 4:20 o'clock, and at 6:30 o'clock the boat drew up at the foot of Bates street, in plenty of time for church-goers. The wind blew a gale all day long, and on the return trip most of the ice had been driven over towards the east shore of the lake. Everything along the line was reported in good condition, and the trip was much enjoyed by those who went. In point of ice and weather it was a record-breaking trip. The steamer Frank E. Kirby will start on the Detroit-Sandusky route about April 15. Captain Arthur F.Jox, who was so ill last season that he was ashore some months, is again much better, and will command her as of old.

FLOTSAM, JETSAM AND LAGAN.

Capt. James A. Davidson purchased the steamer Sanilac at marshall's sale last week, for $1,500. The Sanilac was built at Algonac in 1867 and has a net tonnage of 210.

The steamer American Eagle is doing a good business in both freight and passenger line between Sandusky and the islands. Wine and fish are being carried in quite large quantities.

A report reaches us that the American Line are about to place orders for two 12,000 ton 20 knot liners, 500 feet long by 55 feet beam, one to be built in the United States, the other on the Clyde.

The large steamer "Pennsylvannia," built by Messrs. Harland & Wolff, is fitted up with berths for 200 cabin passengers and 1,000 emigrants, also about 108 crew, firemen, etc., besides officers.

Keeper Henry Finch of the Michigan City life saving station has been transferred to the command of the Milwaukee station in place of Capt. Boutin, resigned. Capt. Finch will take charge at once and be all ready when the season opens.

St. Joseph fishermen pulled up in their nets a chair thought to be like those that were aboard the lost steamer Chicora. The chair was about five miles from St. Joseph port. This arouses many fresh speculations and theories concerning the boat's location.

Barry Bros. of Chicago, the Independent Tug Line, are to be strictly in it this season at Duluth. When this enterprising firm went to Chicago a few seasons ago they were given about sixty days to do business, but they are still at it, buying more tugs, branching out and doing a first-class business. One thing about this is that the several brothers comprising the firm are all practical, hard-working fellows, being pilots and engineers and men of business according to their caliber.

Thomas N. Booth of Ashtabula has purchased of C. E. Chilson of Lorain the small schooners Franz Siegel and Columbian, of 700 and 600 tons burden, respectively. The price paid is not made public. The new owner states that the schooners will engage in the Kelley Island stone trade and that Ashtabula will be the home port.

The Manistee Transit Co. will charter another steamer to make alternate trips with the steamer Lora. J. E. Williams, formerly superintendent of the Wisconsin & Michigan road, has been appointed traffic manager and has assumed his responsibilities. He says the business demands another boat and they are looking for a suitable one.

In the appropriation bill last week before congress, the expense of placing the gas buoys in the St. Lawrence, which were secured by Gen. Curtis, is provided for as follows: "To complete establishment of gas buoys at or near the following named places in the St. Lawrence River: One at Charity Shoals, one at Reatherbed Shoals, one at Rock Island Point, one near the Sisters Island Light, one at Sunken Rock, one at Bay State Shoals, one at Lower Narrows, and one at entrance upper harbor, Ogdensburg; $7,600 to be immediately available."

We would call the attention of our readers connected with contracting interests to the United States Government Advertiser and Municipal Contractor published in Washington every Thursday, in which will be found all calls for bids by the United States Government and the results of the openings of same after the awards have been made. There is also much valuable information on the same line from cities elsewhere. Readers of the Marine Record desiring to keep postd as to government contracts of all kinds cannot do better than by subscribing to the Advertiser, the headquarters of which are in the Post Building, Washington, D. C.

An official of one of the largest insurance companies of this country, which makes a specialty of assuming maritime risks, has received a circular from London, stating that from January 1 up to February 27 of this year the various English companies have lost £12,000,000 in shipwreck. The loss exceeds any estimate for the same period within twenty years. The estimate for the two months, according to the circular, is a low one, and it is thought that fully £500,000 will have to be added to the amount to make the figures correct, thus making in all the enormous loss of nearly £12,500,000 for the first fifty-nine days of this year. Careful examination of the various losses show that fully 40 per cent. are attributed to what are officially known as "missing vessels."

APPOINTMENTS OF OFFICERS.

Minch & Nicholas Trans. Co., Cleveland: Steamer I. W. Nicholas—William Gerlach, master; William Miller, engineer. Steamer Onoko—Wm. H. Johnson, master; Adam G. Bohland, engineer. Steamer Philip Minch—William Young, master; Andrew Nelson, engineer. Steamer Horace A. Tuttle—Cornelius Young, master; Wm. E. Donovan, engineer. Steamer John N. Glidden—Joseph Lampoh, master; William Lawrence, engineer. Schooner Aberdeen—Frank Coles, master. Schooner Dundee—Horace Fisher, master. Schooner Sophia Minch—Anthony Loland, master. Schooner G. H. Warmington—Patrick Young, master.

Union Steamboat Co., Buffalo, N. Y.: Steamer Ramapo—Walter Robinson, master; R. Hill, engineer. Steamer Chemung—F. B. Huyck, master; George Fritsche, engineer. Steamer Owego—John Byrne, master; C. W. Wall, engineer. Steamer Tioga—John Wulke, master; Charles Coushane, engineer. Steamer H. J. Jewett—Joseph Frawley, master; Joseph Howlett, engineer. Steamer Rochester—J. H. McDonald, master; Nelson Johnson, engineer. Steamer New York—John Dugan, master; John Caul, engineer.

E. C. Recor, St. Clair, Mich.: Hopkins Steamship Co.: Steamer Centurion—David Hutchinson, master; Welch, engineer. Schooner Porter—N. McDonald, master. Barge Golden Rule—C. W. Recor, master.

Capt. John Jenkins, Mgr., Marine City, Mich.: Steamer W. H. Sawyer—John Jenkins, master; Nelson Gaulette, engineer. Schooner C. E. Redfern—Wyman Powers, master. Schooner A. C. Tuxbury—John Jones, master

Marine Transit Co., Marine City, Mich.: Steamer Aztec—J. W. Baby, master; Amos Horton, engineer. Steamer Toltec—Jas. Taylor, master; C. G. Pierce, engineer. Schooner Zapotec—P. Thomson, master. Schooner Miztec—H. S. Shackett, master.

Hopkins Steamship Co., East China, Mich. Officers: F. W. Wheeler, president; H. E. Schmuck, vice president; E. C. Recor, secretary; Mark Hopkins, treasurer and manager. Steamer Centurion—David Hutcheson, master; Thomas Kelley, engineer. Mr. Kelley has been for several seasons engineer of the Iosco.

M. Sicken, Marine City: Steamers—Santa Maria, Capt. David Carrier; engineer, Chas Burns; M. Sicken, Capt. John Kuhn, engineer, Wm. Sicken. Schooners—Teutonia, Capt. Harry Lawrence; Thos. Gawn, Capt. Julius Lawrence; E. J. McVea, Capt. J. Chaltran; Melvina, Capt. Harry Larsen, C. Spademan, Capt. Geo. Gulette.

McLachlan Transportation Co., Port Huron: Steamer—Kittie M. Forbes, Capt. J. W. Montgomery, engineer, August Rogers. Schooner—Mary E. McLachlan, Capt. James Green.

W. E. Rice, Port Huron: Steamer—Rhoda Stewart, Capt. W. E. Rice, engineer, James Southgate. Schooner Magnet, Capt. Elmer Campbell; F. M. Knapp, Capt. John Powell.

Morely & Hill, Marine City: Steamers—W. B. Morely, Capt. J. A. Nicholson, engineer, Pat Caniff; St. Lawrence, Capt. Al. Senghas, engineer, Tib Durant; J. J. Hill, Capt. John Andrews.

North West Transportation Co., Sarnia, Ont.: Steamers—Monarch, Capt. E. Robertson, engineer, E. W. McKean; United Empire, Capt. John McNab, engineer, S. Brisbin.

Geo. J. Bennett, Port Huron: Steamer—Cleveland, Capt. George J. Bennett, engineer, Charles Flannagan. Schooner, Eureka, Capt. Joseph Adams.

Chas. Beyschlag, St. Clair: Steamer—P. J. Ralph, Capt. H. Leisk, engineer, J. W. Bollon. Schooner—Harold, Capt. Thos. Leisk.

Hopkins Steamship Co., St. Clair: Steamer—Centurion, Capt. David Hutchinson, engineer, Thomas Kelley.

THE WHEELER SHIPYARD.

The engine bed plate and a low pressure cylinder for steamer No. 120 have been received from the Bartlett Iron Works of Saginaw at the Wheeler shipyard. The big boat is well in frame and the plating work is being pushed. About 500 men are employed in the yard and more will be engaged when sufficient material arrives from the Carnegie Iron Works to keep a larger force busy, and although notices to this effect have been posted at the timekeeper's office, a large number of men are waiting there on the opening of the yard each day in hope of being hired. It is estimated that there are fully 400 men in the crowd which blocks the street in front of the office each morning.

THE MICHIGAN BOILER WORKS.

This week the Michigan Boiler Works of Port Huron, has just completed a marine boiler for the tug Cygnet of Cheyboygan owned by Mr. Chas. M. Robinson, and tested for 130 pounds of steam. The Michigan Boiler Works is a progressive industry and are making a number of improvements in their plant and construction of boilers Mr. A. F. White, Manager of the firm, is an up-to-date mechanician and allows nothing to stand in the way of properly considered advancement from a modern standpoint.

A CORRECTION.

A note in last week's Record stated that Mr. Porter had been elected secretary and treasurer of the F. W. Wheeler Shipbuilding Co. This is slightly in error, as Mr. Porter was elected treasurer of the company and Mr. C. W. Stiver still retains the secretaryship, a correction which we are very pleased to make.

The London "Shipping Gazette" has recently criticized the new rules of the road at sea, saying: "The rules also require that when vessels are in sight of each other in clear weather a steamer under way shall make known any course she may be steering by means of certain other sounds." In a letter to the New York Herald, replying to this, J. W. Shackford, United States delegate to the Washington Conference, 1889-90, says: "It is only necessary to say that the new rules contain no such requirements for either clear or foggy weather. On the contrary, the Washington Conference placed itself on record against all course indicating signals. The Marine Conference held at Washington consisted of thirty-two members, representing the principal maritime nations of the world, among whom were nineteen sailors, five merchant marine officials, three armiralty judges and lawyers—in all twenty-seven experts, who no doubt were carefully selected by the different government whom they represented. These delegates almost unanimously recommended the adoption of original article 15, which was abridged (whether improved or not is a question) at the solicitation of the representatives of the Ship Owners' Association of Great Britain. Subsequently they were indorsed by a select committee of the House of Commons, after having been unanimously recommended by the seven United States delegates in their report to the Secretary of State, have been accepted by all the principal maritime nations of the world, except Venezuela, and will no doubt become part of the international rules of the road in July, 1897."

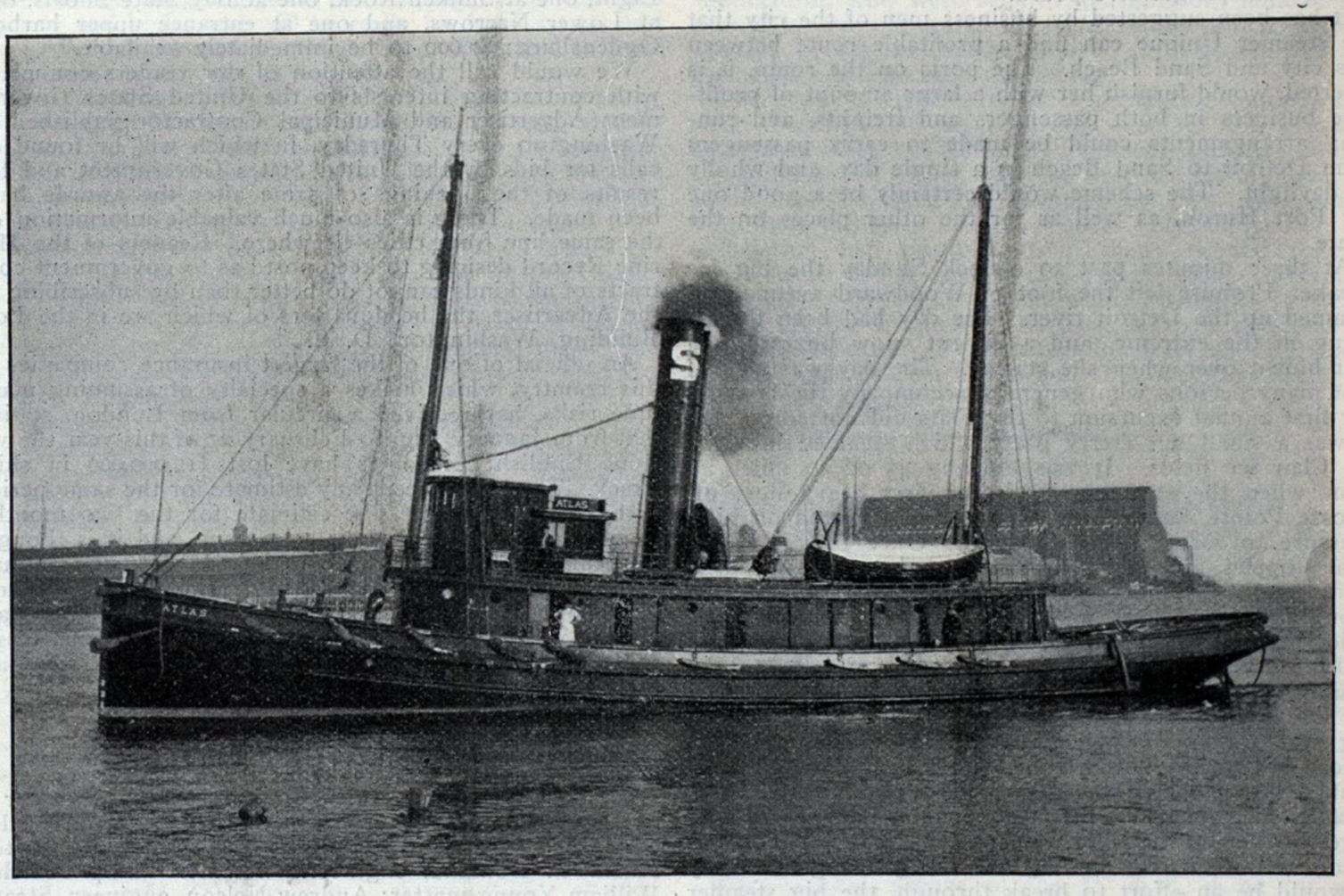
NEW TUGBOAT ATLAS.

Within the last few years the fleet of sea-going tugboats on the Atlantic coast has been augmented by the addition of a number of fine vessels of large size and good power, modern in every particular, the performances of which leave nothing to be desired. They are generally built of steel, propelled with triple expansion engines, and supplied with every necessary adjunct for the proper handling of vessels in tow at sea; steam steering gear, steam towing machines, electric lighting, and all other up-to-date improvements are included in their outfit, and they are not surpassed by any other craft of a like kind in the world.

For the following description and cut we are indebted to the courtesy of Seaboard, New York:

One of the latest of these heavy tugboats is the Atlas, built by the Harlan & Hollingsworth Co.. at their shipyard in Wilmington, Del., to the order of the Standard Oil Co., of New York. She is employed solely in sea towing, leaving harbor work to the other tugboats owned by the company. The Atlas was designed by Mr. Frank B. King, naval architect, Baltimore, Md. The hull is of steel, 117½ ft. length of keel, or 130 ft. in length over all; 25½ ft. breadth of beam, and 14½ ft. depth of hold. Her draft of water aft is 13 ft.

There is one triple-expansion engine, with cylinders 14½, 23½ and 39 in. in diameter, by 28 in. stroke of piston, to which steam is supplied by a steel boiler of the Scotch type, 13 ft. 9 in. in diameter by 11½ ft. in length. It has a total grate surface of 73 sq. ft., and a total heating surface of 2,046 sq. ft. The propeller wheel is 9½ ft. in diameter and 13 ft. pitch; it has four blades.



NEW OCEAN TUGBOAT ATLAS, BELONGING TO THE STANDARD OIL CO., BUILT BY THE HARLAN & HOLLINGSWORTH CO,

AMERICAN HISTORICAL ASSOCIATION.

AGREEMENT OF 1817—REDUCTION OF NAVAL FORCES UPON THE AMERICAN LAKES.

By J. M. Callahan, of John Hopkins University.

(Continued.)

Lord Castlereagh proposed to submit the proposals to his government for its consideration, but after the conference had ended, Mr. Adams had little hope for even an arrangement to limit the force to be kept in actual service. While Bathurst was the only real warlike man in the ministry, the apparent disinclination of Lord Castlereagh, who was probably better disposed than the rest of the ministry, did not leave a favorable indication. Adams felt that the British ministry suspected some strategic point to be at the bottom of the proposition. The "frank and unsuspecting confidence" in which the idea originated had not been appreciated. He desired that peace should be cemented by "that mutual reliance on good faith, far better adapted to the maintenance of national harmony than the jealous and exasperating defiance of complete armor." On March 21 he renewed the proposal to "mutually and equally disarm upon the American lakes;" and, with the hope that it might be entertained in the same sincerely friendly spirit in which it was made, he emphasized the fact that there were abundant securities against the possibility of any sudden attack upon the colonies when a "guarded and cautious policy of Great Britain might fear."

But the debates in Parliament gave little evidence that the proposal would be considered. They were upon the principle of preserving peace by being prepared for war. An element in both countries was urging this policy, not because there was any danger of war, perhaps, but rather to keep up with other lines of development.

Adams, in his letter to Lord Castlereagh on March 21, had shown the evil effects of an armed peace on the lakes. Besides the expense, it would "operate as a continual stimulus of suspicion and of ill will" between the people on the frontier. He believed that the "moral and political tendency of such a system must be to war and not to peace." The condition of affairs was certainly not such as to encourage him to expect much consideration of his proposal.

The crisis in Parliament appears to have been passed soon after April 5. On that day Adams wrote that even the murmurs against large establishments had nearly ceased. He was therefore much surprised, a few days later, when Lord Castlereagh requested an interview to inform him that the British government was ready to meet the proposal of the United States "so far as to avoid everything like a contention between the two parties which should have the strongest force" on the lakes, and that they had no desire to have any ships in commission or active service except what might be needed "to convey troops occasionally." It appears that Lord Castlereagh was prepared to enter into an agreement upon the subject, but Adams did not feel like concluding the arrangement without further instructions. For this reason it was agreed that the negotiations be transferred to Washington, and that power and instructions should be sent to Mr. Bagot, the British minister to the United States. Adams wanted all the effects of a positive arrangement to begin at once, however. In fact, his letter to Monroe on April 15 shows that he understood that it was "agreed that no new or additional force should be commenced upon the lakes on either side for the present." But no notes were exchanged to this effect. The United States government would probably, at this time, have been willing to let the force remain unchanged in order to stop the danger of further increase. This evil was the first one to be avoided. Monroe referred to its "dangerous tendency" in a letter to Adams on May 3; and on May 21, before he had heard of the decision of the British government to meet the proposal to disarm, in another letter to Mr. Adams, he said that while that proposal expressed the views of the president, he would, nevertheless, be "satisfied to prevent the augmentation of the force, leaving it on both sides in the present state, and when it is considered that Great Britain has the ascendency on Lake Ontario, which appears more immediately on Canada, and that the United States have it on Erie and Huron, which is important only in relation to the savages within our limits, it is not perceived on what ground it can be refused."

Late events on the lakes, however, soon made it apparent that more efficient measures should be adopted. On June 8, General Cass sent the news that British naval officers at Malden had been boarding American vessels which passed there, in search of deserters. None had actually been taken, and the conduct was "presumed not to have the sanction of the British government," but it was none the less a violation of the rights of the United States, and Adams was asked to present the matter for the early attention of the British government.

After his interview with Mr. Adams on April 15, Lord Castlereagh was prompt in notifying Mr. Bagot of his power to act in the matter of arranging naval forces as well as the matter of fisheries. When the news reached America of the apparently sudden change in the attitude of th British government, there was som speculation as to the probable cause. Was the prosperity of England on the decline? Or was England acting from purely humanitarian motives? Or did she fear some new trouble? Dallas wrote President Madison on June 26 that "Lord Castlereagh's overtures to arrange the question of armament on the lakes are probably suggested by the apprehension of a new commotion in Europe."

In the early part of July Mr. Bagot gave Secretary Monroe information of the new powers which had been given him, but did not enter into a full discussion. Monroe wrote Adams on July 8 that he had not yet learned the "nature and extent" of his power. He had written to President Madison the day before, stating that Bagot had informed him that he would enter upon the subject of naval force after the question of fisheries had been arranged. In his own mind the adjustment of the lake armaments was first. Thinking some new ideas on the subject might have been suggested to the president's mind since he had approved the instructions sent to Adams, Monroe asked him for his sentiments, as well as directions, in the matter. Mr. Madison responded promptly on July 11. He did not see why Mr. Bagot should desire to suspend an arrangement of naval forces until the subject of fisheries had been disposed of. He saw no connection between the two; and he said that 'an immediate attention to the former is the more necessary, as it is said an enlargement of the British forces, particularly on Erie, is actually going on." He said it would be far better to suspend this enlargement till negotiations concerning it were concluded. To him it now seemed expedient to stipulate: "(1) That no increase of existing armaments should take place; (2) that existing armaments be laid up; (3) that revenue cutters, if allowed at all, be reduced to the minimum of size and force."

On the latter point he thought there might be advantage in communication with Governor Cass, or with others who were asquainted with it. He asked: "What is the practice with respect to jurisdiction on the lakes? Is it common to both parties over the whole, or exclusive to each on its own side of the dividing line?" He suggested that the regulation of revenue cutters might be influenced by the question of jurisdiction.

Monroe, probably feeling that there was no chance of making any immediate arrangement with Mr. Bagot, had gone to London for a few days to rest from the cares of public toil. It does not appear that he ever communicated with General Cass in regard to the question of revenue cutters. During the absence of Mr. Monroe in the country it seems that Mr. Bagot had given the matter of naval forces some consideration, and was more ready to discuss the subject.

(To be continued.)

MARQUETTE TOWING COMPANY.

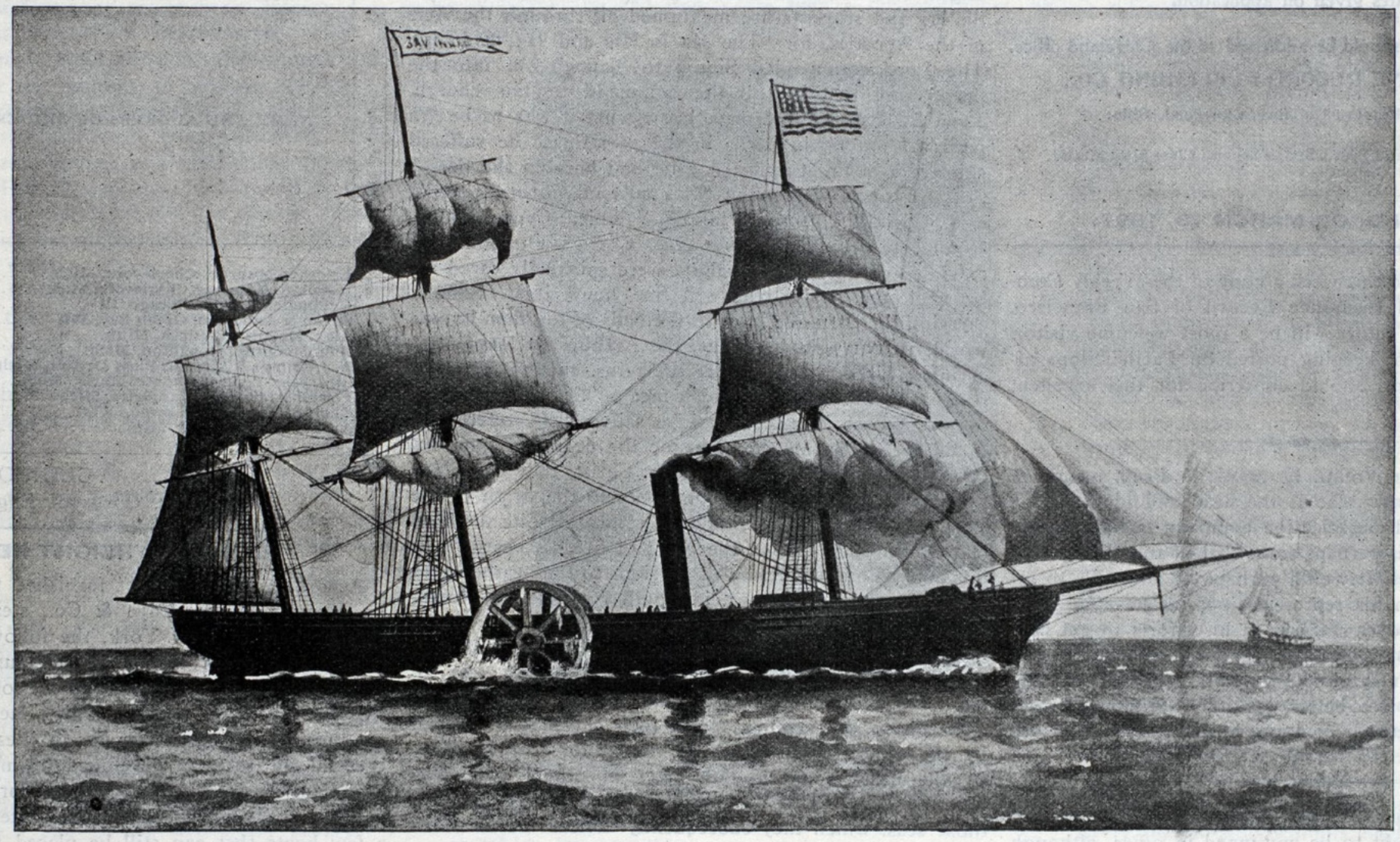
The Marquete Towing Co. will this season have the powerful tugs Edward Gillen and the Calumet stationed at that port for the business of 1897. We learn that Mr. E. C. Williams will be manager of the company and that nothing will be left undone to give perfect satisfaction to all vessels chartered to or from Marquette. This departure well backed by responsible men, is much to the advantage of the port and the best possible service is already assured.

THE PIONEER WESTERN OCEAN STEAMSHIP SAVANNAH.

(From the American Shipbuilder.)

One morning in the month of June, 1819, there was considerable stir aboard the warships of the British fleet at anchor off the City of Cork, near the entrance of the English Channel, occasioned by the cry, "ship afire," quite a volume of smoke having been observed on the horizon not far out. The commander of the fleet immediately ordered that relief be despatched and two cutters were soon under way. Imagine the surprise when the ship was reached she was found to be safe and sound, but was evidently some new-fangled craft that had come from "the other side." Thus was announced the approach of the first steamship to cross the Atlantic, as this proved to be the steamship Savannah, which had steamed down the Savannah River just 22 days before. There is now no question as to the historical fact that the Savannah was really the first steamship to cross the Atlantic from either side. The Savannah was built by the merchants of Savannah, Ga., at Corlears Slip in the East River, New York, and launched early in 1810. She sailed from that port in March, making the run to Savannah in six days. The Savannah left Savannah, Ga., on May 20, 1819, in command of Capt. Moses Rodgers. She crossed the Atlantic, arriving in Liverpool in 22 days, 18 days of which were under steam. Pitch pine was the fuel, coal not having come into use; at Liverpool the steamer attracted much wonder and curious attention; thence she proceeded to Copenhagen, to Stockholm and to St. Petersburg, where she was visited by the Czar. At every port people flocked by thousands to see her and the papers of the day were filled with descriptions of what was, at that time, considered a wonderful feat of marine construction. The illustration on this page, made from an original painting, shows a good picture of the Savannah. She was a three-masted craft, square-rigged, and with two unwieldy paddle wheels amidships. The single funnel is very tall, reaching almost to the tops. Judging by the paddle wheels as compared with the sails, one is led to the conclusion that the latter must have been far superior to the former as a means of locomotion and that the engines were supplied for auxiliary purposes rather than for effecting a revolution in marine propulsion. The honor of the successful accomplishment of this undertaking is due entirely to the enterprise, energy and capital of the merchants of the city of Savannah, Ga. It is all the more to their credit when it is considered that Savannah at that time, nearly 80 years ago, was merely a small seaport town of about 8,00 inhabitants on the South Atlantic coast.

The original painting of this steamship can be seen among the collections of the Georgia Historical Society at Savannah.



THE SAVANNAH, A PIONEER TRANSATLANTIC AUXILIARY STEAMER, 1819.

THE REHABILITATION OF OUR MERCHANT MARINE.

(Communicated.)

Philadelphia, March 8, 1897.

Editor, The Marine Record:

I reply with pleasure to your favor of the 5th instant about the present effort to evolve some legislative method under which the merchant marine of the United States on the oceans may be protected from annihilation and, it is hoped, restored to something of its old time importance. The Lake Carriers' Association, acting through its committee on legislation, recently designated Messrs. Harvey D. Goulder, Chas. H. Keep and myself to represent the association in membership of a "Committee for the Restoration of the American Merchant Marine," of which Mr. Clement A. Griscom, president of the "American Line," is the able chairman. This committee includes in its membership representatives of the leading shipbuilding industries and of the merchant marine of the Great Lakes and on the Atlantic and Pacific oceans coastwise and foreign. It has entered upon a work of careful investigation and hopes to unite on some policy that it can recommend as a proper subject for national legislation.

It is too early to express an intelligent opinion as to what this policy should be. There are certain facts, however, as to which there is little room for difference of opinion, and these facts it would be well to keep in mind.

There is no doubt about the decadence of the American Merchant Marine on the oceans. The United States was at one time an important factor in ocean commerce; at present it is of little importance and is steadily losing ground. Its vessels and its flag are rarely seen on the oceans. There is no doubt this decadence of the American mercantile marine is the direct result of the unprofitable character to investors of the ownership and operation of ocean vessels under the American flag and laws. For various reasons other nations, notably Great Britain, owing to mail subsidies, naval and other foreign policies, sustain shipyards and create and operate vessels under conditions with which our people, unaided by legislation, cannot compete. Foreign capital seeks investment on low rates of interest not yet obtainable in this country. Foreign shipyards sustained by governmental naval work and employing cheap labor can devote their surplus energies to the creation of merchant vessels on terms with which our shipyards cannot at present compete. Foreign vessel owners can procure certain of their supplies and their officers and crews for less money than is possible with us. All of this means just one of two things. Either the United States must be content to witness the continued decadence of its merchant marine on the oceans, until our entire foreign carrying business is absorbed by British, German, Japanese and other foreign vessels, or it must by appropriate legislation come to the aid of those willing, if properly encouraged, to devote their capital and effort to the creation and operation of ocean-going American vessels. The only possible aid our government can offer to induce its citizens to interest themselves in ocean-going steam or sail vessels, is such a sum from the national revenues, whether given directly or indirectly, as will enable our citizens to have a business opportunity to operate with profit vessels built in our country and flying our flag, in competition with vessels of other nations.

These are the facts. If they are recognized and accepted as such, and if we decide that the United States cannot afford to see its merchant marine and flag driven from the oceans by any competitors for any cause, then it only remains to determine under what legislative method the needed inducements shall be presented to our citizens to attract their capital and effort towards the ownership and operation of American ocean-going vessels, steam and sail. There are several, but after all not very many, methods under which this needed legislative encouragement can be gained. One of these methods must be better than any of the others. The present investigation should be directed to an endeavor to determine which is the best of the methods. In these days a commercial policy to encourage the creation and development of any industry must be definite and reasonably permanent. Capital and effort turn to the opportunities for a moderate and certain return as the result of careful and efficient management rather than to the speculative ventures that were necessary in former times when telegraphs, cables, telephones, steam vessels and railroads were unknown. The legislation that may be enacted must conform to the business customs and requirements of to-day and not to those of a past generation in order that it may merit success. Just what form of legislation is needed is as yet an open question. It should be developed as the result of an intelligent investigation. All interested in the well-being of our shipbuilding industries and merchant marine should aid in the good work.

FRANK J. FIRTH.

MARINE RECORD

ESTABLISHED 1878.

Published Every Thursday by

THE MARINE RECORD PUBLISHING CO.,

Incorporated.

GEO. L. SMITH, President.

C. E. RUSKIN, - - - - Manager.
CAPT. JOHN SWAINSON, - - - Editor.
THOS. WILLIAMS, Chicago, - - Associate.

CLEVELAND, Western Reserve Building. CHICAGO. Royal Insurance Building.

SUBSCRIPTION.

One Copy, one year, postage paid, - - $2.00.
One Copy, one year, to foreign countries. - - $3.00.
Invariably in advance.

ADVERTISING.

Rates given on application.

All communications should be addressed to the Cleveland office.

THE MARINE RECORD PUBLISHING CO.,

Western Reserve Building, Cleveland, Ohio.

Entered at Cleveland Post-office as Second Class Mail Matter.

CLEVELAND, O., MARCH 18, 1897.

We have received this week a copy of the Weekly Commercial News and Insurance Record of San Francisco, Cal., which in the future will be a most welcome visitor. Anyone desirous of keeping posted on Pacific Slope affairs, a la maratime, should subscribe for this excellent journal.

Mr. W. A. Prime (of C. E. & W. F. Peck, insurance brokers, New York), who is the head and fount of the new insurance and classification company beginning this year on the lakes, is perhaps somewhat of an enthusiast in underwriting circles. It would perhaps be advisable to go somewhat slow on his representations, as he appears to desire to walk all over creation in his efforts to get lake business. Mr. Prime, or rather the companies and interests he represents, may of course be all right, but we may, or rather will, be in a better position to express further opinions of his methods of doing business after the close of this season.

The Hon. Eugene T. Chamberlain, U. S. Commissioner of Navigation, ought to be continued in office, although the change of administration will, we fear, hardly admit of Mr. Chamberlain holding down the seat which he has so worthily filled. We can not even surmise a more worthy successor to the present Commissioner of Navigation; however, President McKinley, or rather his advisers, may possibly suggest a man equally as good to fill the position from a Republican standpoint, but to say the least it will be difficult to discount E. T. Chamberlain, and in the event of a change, which is almost certain to follow, this office, or the candidate for it, ought to be more than rigidly scrutinized.

Dr. Nansen's social success in London is said to exceed even that of Stanley. He is lionized and overwhelmed with invitations. He is to deliver forty-seven lectures in England and will then visit Germany and be present in March at a reception given in his honor by the Geographical Society of Berlin. The Nansens will rest during the summer in Norway, where they are building a new villa, and in October the explorer, accompanied by his wife, will sail for this country, where a course of lectures has been arranged for. Dr. Nansen will receive for his American lectures $500 a night and his expenses. In cynical allusion to his money-making abilities, some of the European newspapers refer to the explorer as "Finansen."

BETHEL WORK.

Superintendent McFarland, now of the Bethel Home, Bay City, Mich., is doing noble work among the sailing fraternity and we wish him much success in his commendable efforts to at least palliate the existence of "poor Jack."

In this connection, we can not but speak of the recent address of Commander Dawson, R. N., of the Mission to Seamen, delivered at London a few days ago. He said in part:

"An American sailor has written two standard works, studied by statesmen, on "The Sea-Power of Nations," "The Influence of Sea-Power on History." Would that some historian would write of the "Sea-Power of the Church," the influence of sailors on the extension of Christ's kingdom over the world. Our blessed Lord, in His brief personal ministry on earth, recognized the influence of sailors. On the sea of Galilee "Jesus sat down and taught the people out of the ship." Amongst seafaring men He spent much of His time. Several of His greatest miracles were performed on the sea, or amongst sailors. Seven of His Holy Apostles were seafarers; the three special select Apostles were sailors; "the Disciple whom Jesus loved" was a seafaring man. Seven of the Books of the New Testament were written by sailors. Eight of its Books were addressed to seaport towns. Sailors and seaports are mentioned all through the Acts of the Apostles, for "The sea is His and He made it." The Lord commanded Simon to "launch out into the deep," and that is still the command to His church. Even St. Paul, a landsman, knew what it was to be "in perils of waters, in perils in the sea; thrice he suffered shipwreck, a night and a day he had been in the deep." Seaport towns were often St. Paul's missionary centres, e. g., Corinth, Ephesus, Philippi, Salonica, Cyprus, Crete, Rome, etc. In succeeding ages, Christ's kingdom was extended or hindered as sailors were spiritually cared for or neglected. Alas, the evil one knew this. Sailors, carrying the corn of Egypt to the ends of the then known world, were taught by Arius, the Archheretic, songs enshrining his Arian heresies. Pelagius, the Welshman's, real name, was Morgan, which means "Seaman." In the days of Queen Elizabeth, British sailors were offered by Spain the choice of the stake or the denial of their religion, and, as noble witnesses for Christ, they chose the tortures of the Spanish Inquisition and the death of the auto da fe; and their comrades in return, despite the concert of Europe, "singed the King of Spain's beard." In our day, sailors have founded missions to the heathen now presided over by Bishops, in South America, in Northwest America, on the Niger, and in the South Seas; whilst it is chiefly the captains, officers, and foremast seamen who conduct the worship of God on the high seas today. On the coasts of China and Japan Christian missionaries to the heathen found their message as helped by the object-lesson of Christ-like sailors, or hindered by the impure and godless lives of others. So they founded Missions to Seamen at several trading ports in those seas, which they subsequently invited the Missions to Seamen Society to help to maintain. So that at Hong Kong, Shanghai, Yokohama, and Kobe, steam mission vessels and row-boats now carry Mission to Seamen as chaplains and readers to the crews afloat, whilst Seamen's Institutes welcome them on shore.

Our thanks are due to T. S. & J. D. Negus for a recent copy of their nautical almanac in its 58th year of publication. Readers of the Record are of course well aware of the contents of this valuable brochure and its importance to shipmasters, yachtsmen and others who float for a living or pleasure. The old optician house at 140 Water street, New York, is still to the fore, and, as ever, always ready to do a fair business with its patrons.

AIDS TO NAVIGATION.

(Communicated.)

I. The reckless changing and discontinuance of buoys and stakes on the water of the lakes and rivers, during the sailing season, is a source of danger to navigation.

II. Buoys and stakes when placed in the spring should be maintained in the same position during the whole season of navigation, no matter if their continuance is of importance or not.

III. Should the necessity arise of shifting a buoy, stake or other mark of guidance, the old mark should be left in position, making proper allowance for the distance.

IV. Of course, on shifting a buoy or stake small distances, say less than 500 feet, there would be no necessity for this, but on greater distances the above should be adhered to.

V. The officer in charge of a steamer looks for all the marks that are mentioned in the publications of the U. S. Light House Board, and expects to see them, where they have been previously, and he is sorely puzzled and anxious, if they are not sighted. He is compelled to be more cautious and lose time, by either slowing down or making a detour on his course until the actual or former danger is passed, many instances of such being cited.

VI. It is respectfully suggested, that the U. S. Light-House Board would pay some attention and consider this communication as being worthy of consideration.

FRANK HENRICK.

GOVERNMENT CONTRACTS.

Abstract of proposals received and opened at Duluth, Minn., March 15th, 1897, for pier extension at Grand Marais, Mich., by Major Clinton B. Sears, Corps of Engineers, U. S. A.:

Amount proposed to be expended on this work, about $14,000.00.

Number of Bid.	NAME AND ADDRESS OF BIDDER.	For pier extension, to include the mattresses and stone foundation, etc., as per specifications, 250 to 300 linear ft., per lin. foot.	For stone for extra riprap in place, 80 cords. Per cord.
1	Eslow & Munroe, Charlevoix, Mich	$59 67	$12 50
2	Joseph A. Beauvais, Charlevoix, Mich	78 50	16 00
3	Heldmaier & Neu, Chicago, Ill	54 77	7 80
4	Green & Anderson, Green Bay, Wis	67 80	12 00
5	Alex. McCurdy, Duluth, Minn. / Wm. McCurdy, Houghton, Mich.	53 50	6 50
6	A. J. Dupuis & Wm. M. Blay, Detroit, Mich	63 90	39 25
7	Lipset & Gregg, Sault Ste. Marie, Mich	85 50	13 75
8	Powell & Mitchell, Marquette, Mich	55 75	12 67
9	George Cooper, Manitowoc, Wis	57 00	9 00
10	A. & D. Sang, Duluth, Minn	49 98	8 00

CLINTON B. SEARS,
Major, Corps of Engineers, U. S. A.

EASTERN FREIGHT REPORT.

According to the report furnished the Marine Record by Messrs. Funch, Edye & Co., steamship agents and ship brokers of New York, the following freight report rules: Full grain cargoes by medium-sized boats have very much narrowed down, and the tonnage offering very largely exceeds the demand, which, lacking all inquiry for new business based on war possibilities, remains practically dead for recently developed prompt shipments. We quote for medium-sized boats to Cork f. o. 3s@3s 1½d as highest obtainable figures, the latter rate applicable to a few boats that can still be placed for March loading. Large boats with part general cargo are in very moderate demand at the moment, and best figure for April and later months is 2s 7½d for picked ports in the U. K. or on the Continent, ¾d@1½d more for Hamburg option. Some further charters have been effected for timber from the Gulf ports, where, in default of competitive cargo, freights have slightly declined under freer offering of tonnage. There is some demand for steam tonnage for the far East, but, so far, shippers' and owners' views continues to be too wide apart to make early fixtures a probable contingency.

Freights for sailing vessels continue firm, as the offerings of tonnage still are below the requirements of shippers. In some instances better rates have been paid, particularly for case oil to the East, and we expect to see a still more decided advance in this line in the near future. There is a good demand for tonnage from the Provinces for deals and from the southern ports for timber to Europe, but the inquiry for lumber to South America remains limited, though rates are firm. Naval stores show but little improvement in rates, but there is a steady demand for vessels at from 2s 3d@2s 9d for rosin, with 1s 3d extra for turpentine, rates varying in view of size and class of vessels and loading port. Petroleum in barrels to Europe remains very dull, and ships have to accept those low rates or wait, with small prospects of improvement.

NOTES.

The auxiliary steamer Savannah, built in 1818 and commenced sailing in 1819, is, or was, a trans-Atlantic pioneer in steam. She had copper boilers built in Elizabethtown Point, N. J. The hull was of wood and the tonnage was only 380. The boat was built on the East River, New York City and launched August 22, 1818, afterwards purchased by a Savannah firm and sent across the Atlantic. She was later converted into a sailing vessel and ultimately lost on Long Island.

There are now under construction for the Chinese government at the Vulcan Shipyard, at Stettin, Germany, three new warships of the cruiser class, having each a length of 328 ft. and a beam of 41 ft., with a water draft of 16 ft. 6 in., the displacement being 2,950 tons. They will have no side armour, but a steel protective deck throughout their length, of a maximum thickness of 2½ inches. Each vessel will be armed with three 6 in. and eight 4 in. Krupp, and six 1.4 in. Hotchkiss quick-firing guns, together with six Maxim machine guns.

Herr Krupp, of Essen, intends to enlarge the Germania Company's dockyard at Kiel, which he bought last summer, and is negotiating with the town of Kiel for the purchase of land for that purpose. Not only are the engine works which he owns at Tegel, near Berlin, to be removed to Garden, near Kiel, but the Kiel dockyards of the Germania Company are to be so improved as to be able to meet all modern requirements. Herr Krupp's object is to make his Germania establishment the first in Germany for the building of German warships, able to compete successfully with any British shipyard. The proposed improvements are to be completed by the summer of 1898, and the German government has already ordered a cruiser. Herr Krupp, however, intends to build ships not only for the German Navy, but also for those foreign countries which have hitherto given their orders exclusively to British firms.

The Great Northern Railway is to make an experiment of a nature that will be watched with deep interest by steelmakers, grain and vessel men everywhere on the lakes. It is to construct at Buffalo a grain elevator of 2,500,000 bushels capacity, all of steel. The order for the steel for its construction is for about 5,000 tons. The new Great Northern elevator will have thirty bins of 80,000 bushels capacity, and the elevator will be by far the largon this plan for less cost than in the old way, and that est at Buffalo. It is claimed that elevators can be built in addition they will save in operating expenses and in insurance. It is figured that the total cost of the great house to be built at Buffalo will be less than 15 cents per bushel of capacity. Furthermore, Mr. J. J. Hill is the man to accomplish this innovation in the grain building trade as Mr. Rockefeller is doing it in the oil trade.

President McKinley says: "Congress should give prompt attention to the restoration of our American merchant marine, once the pride of the seas in all the great ocean highways of commerce. To my mind, few more important subjects so imperatively demand its intelligent consideration. The United States has progressed with marvelous rapidity in every field of enterprise and endeavor until we have become foremost in nearly all the great lines of inland trade, commerce and industry. Yet, while this is true, our American merchant marine has been steadily declining until it is now lower both in the percentage of tonnage and the number of vessels employed, than it was prior to the Civil war. Commendable progress has been made of late years in the upbuilding of the American navy, but we must supplement these efforts by providing as a proper consort to it, a merchant marine amply sufficient for our own carrying trade to foreign countries. The question is one that appeals both to our business necessities and the patriotic aspirations of a great people.

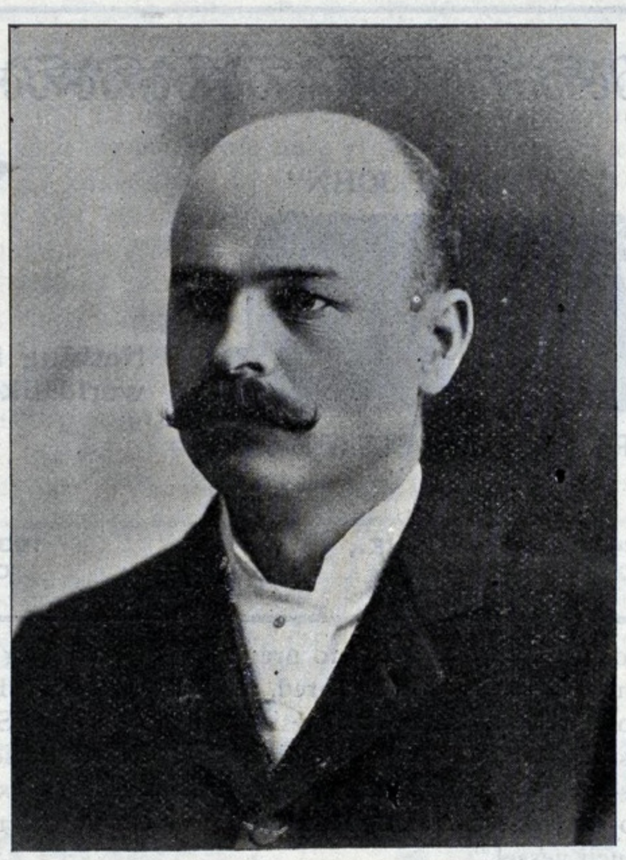
THE MANCHESTER SHIP CANAL.

English journals note that the gradually increasing traffic which is manifest on the Manchester Canal cannot but be satisfactory to all concerned in the success of this great undertaking, and with certain modifications in existing tariffs that success is certain to be largely accelerated. The growth of trade, though not going up by leaps and bounds, is at least substantial, for it is represented by 1,509,659 tons for last year, against 1,087,443 tons for 1895. But the increase is to be found chiefly in the imports. The exports show a gain of only 14 per cent. upon 1895, while the imports indicate a gain of nearly 60 per cent. This seems to show that the exporters of Manchester are not giving as much support to the canal as might be expected. One reason for this is said to be the heavy terminal charges for coal. This is a matter which requires looking into, and the directors would do well to bring their charges more into harmony with Liverpool and neighboring ports. It is said that some hundreds of steamers bringing cargoes of various kinds to Manchester during the past year have left the canal with almost empty holds, for the Bristol Channel, to load back cargoes of coal, and this was done, in a great measure, to the excessive tolls and terminal charges, which amount to 10d, or 20 cents, per ton, as compared with 1d (2 cents) at Liverpool, 1½d (3 cents) at Swansea, and 2d (4 cents) at Cardiff.

OBITUARY.

Mr. G. A. Cameron.

George A. Cameron, aged 38 years, died at his residence, 2778 North Winchester avenue, Ravenswood, of typhoid fever, Wednesday afternoon, March 10th, after an illness of only 17 days. The deceased went into the employ of the Dunham Towing and Wrecking Co. in the spring of 1893, as bookkeeper and private secretary, prior to that time having been in the employ of the Chicago Vessel Owners' Towing Co. as bookkeeper and secretary, for 12 years, and was before then a school teacher, he having graduated at the State Normal School, Oshkosh,



(THE LATE) CAPT. G. A. CAMERON.

Wis. He was a young man of excellent character and most exemplary habits and was highly respected by his employers and friends and much regret is felt at his sudden taking away.

He leaves a widow and one daughter, 10 years of age, to mourn the loss of one of the very best of husbands and fathers.

The funeral of the deceased took place at Graceland Cemetery Saturday afternoon and was largely attended, all the employes of the Dunham Towing and Wrecking Co. being present, as well as a large number of marine men and other friends of the deceased.

CAPT. W. FRANK LEONARD.

Capt. Leonard died in Phoenix, Arizona, last week. He had been connected with the advertising department of Seaboard, New York, for some years and was generally well-known among the marine fraternity. Personally Capt. Leonard was one of the most genial of men. Warm-hearted, good natured, genial, easy-going, humorous, his companionship was a boon to all of his wide circle of friends, and his presence was always cheering. Despite his sufferings, especially during the past year, he never lost his geniality, and the outcropping of his irrepressible wit was constant. Fortunately, he was unmarried. Even more fortunately, for him, he was blessed with a loving and attentive sister, in whose company he went to Arizona, where she watched over him and nursed with unflinching devotion to the last. Let us hope that having now learned the grand secret, he is happy in the possession thereof.

TREASURY DECISIONS ON VESSELS.

Treasury Department,
Bureau of Navigation,
Washington, D. C., March 5, 1897.

To Collectors of Customs and Others:

Your attention is invited to the following provisions, concerning the abolition of fees for the entry direct from a foreign port and for the clearance direct to a foreign port of vessels navigating the waters of the northern, northeastern, and northwestern frontiers of the United States otherwise than by sea, of the act approved March 3, 1897, entitled "An act to amend the laws relating to navigation." The act will take effect July 1, 1897.

Sec. 9. That fees for the entry direct form a foreign port and for the clearance direct to a foreign port of a vessel navigating the waters of the northern, northeastern and northwestern frontiers of the United States otherwise than by sea, prescribed by section forty-three hundred and eighty-two of the Revised Statutes, are abolished. Where such fees, under existing laws, constitute in whole or in part the compensation of a collector of customs, such officer shall hereafter receive a fixed sum for each year equal to the amount which he would have been entitled to receive as fees for such services during said year.

"Sec. 4589. The master of every vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, shall, at the first port at which such vessel arrives, if such impressment or detention happened on the high seas, or if the same happened, within any foreign port, then in the port in which the same happened, immediately make protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained; distinguishing also whether he was an American citizen; and, if not, to what nation he belonged. Such master shall also transmit, by post or otherwise, every such protest made in a foreign country, to the nearest consul or agent, or to the minister of the United States resident in such country, if any such there be; preserving a duplicate of such protest, to be by him sent immediately after his arrival within the United States to the Secretary of State, together with information to whom the original protest was transmitted. In case such protest shall be made within the United States, or in any foreign country, in which no consul, agent, or minister of the United States resides, the same shall, as soon thereafter as practicable, be transmitted by such master, by post or otherwise, to the Secretary of State.

"Sec. 4590. The collectors of the districts of the United States shall, from time to time, make known the provisions of the two preceding sections to all masters of vessels of the United States entering or clearing at their several offices. The master of every such vessel shall, before he is admitted to an entry by any such collector, be required to declare on oath whether any of the crew of the vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of the preceding section. Every master who willfully neglects or refuses to make the declarations herein required, or to perform the duties enjoined by the preceding section, shall be liable to a penalty of one hundred dollars. The collectors shall prosecute for any forfeiture that may be incurred under this section."

Sec. 4. That section forty-five hundred and forty-one of the Revised Statutes be, and is hereby, amended by striking out the words "district judge for the district" in the seventh line of said section, and substituting in place thereof the words "circuit court of the circuit"; and that said section be, and is hereby, further amended by striking out the words "district judge" where they occur in the eleventh and twelfth lines of said section and substituting in place thereof the words "circuit court."

Sec. 6. That section forty-five hundred and forty-two of the Revised Statutes be, and is hereby, amended by adding thereto the words "or where hedied."

Sec. 7. That section forty-five hundred and forty-five of the Revised Statutes be, and is hereby, amended to read as follows:

Sec. 4545. A circuit court, in its discretion, may at any time direct the sale of the whole or any part of the effects of a deceased seaman or apprentice, which it has received or may hereafter receive, and shall hold the proceeds of such sale as the wages of deceased seamen are held. When no claim to the wages or effects or proceeds of the sale of the effects of a deceased seaman or ap-

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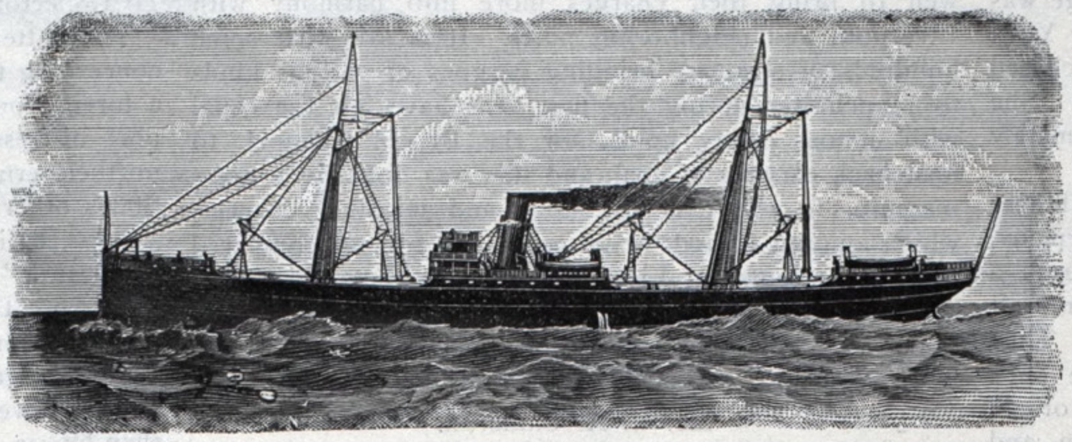

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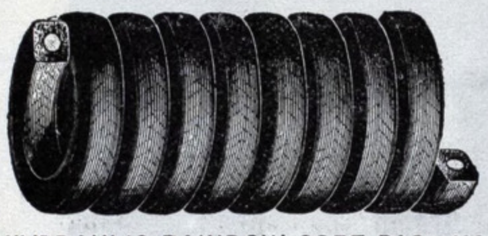

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prentice, received by a circuit court, is substantiated within six years after the receipt thereof by the court, it shall be in the absolute discretion of the court, if any subsequent claim is made, either to allow or refuse the same. Such courts shall, from time to time, pay any moneys arising from the unclaimed wages and effects of deceased seamen, which in their opinion it is not necessary to retain for the purpose of satisfying claims, into the Treasury of the United States, and such moneys shall form a fund for, and be appropriated to, the relief of sick and disabled and destitute seamen belonging to the United States merchant marine service.

Sec. 10. That section forty-one hundred and sixty-five of the Revised Statutes be, and is hereby, amended to read as follows:

"Sec. 4165. A vessel registered pursuant to law, which by sale has become the property of a foreigner, shall be entitled to a new register upon afterwards becoming American property, unless it has been enlarged or undergone change in build outside of the United States."

Section 16 of the act also repeals sections 4133 and 4134 of the Revised Statutes, which read as follows:

"Sec. 4133. No vessel shall be entitled to be registered, or, if registered, to the benefits of registry, if owned, in whole or in part by any citizen of the United States who usually resides in a foreign country, during the continuance of such residence, unless such citizen be a consul of the United States, or an agent for and a partner in some house of trade or co-partnership, consisting of citizens of the United States actually carrying on trade within the United States.

"Sec. 4134. No vessel shall be entitled to be registered as a vessel of the United States, or, if registered, to the benefits of registry, if owned in whole or in part by any person naturalized in the United States, and residing for more than one year in the country from which he originated, or for more than two years in any foreign country, unless such person be a consul or other public agent of the United States. Nothing contained in this section shall be construed to prevent the registering anew of any vessel before registered, in case of a sale thereof in good faith to any citizen resident in the United States; but satisfactory proof of the citizenship of the person on whose account a vessel may be purchased shall be exhibited to the collector, before a new register shall be granted for such vessel."

Sec. 2. That on and after June thirtieth, eighteen hundred and ninety-eight, every place appropriated to the crew of a seagoing vessel of the United States, except a fishing vessel, yacht, a pilot boat, and all vessels under two hundred tons register, shall have a space of not less than seventy-two cubic feet and not less than twelve square feet measured on the deck or floor of that place for each seaman or apprentice lodged therein; Provided, That any such seagoing sailing vessel, built or rebuilt after June thirtieth, eighteen hundred and ninety-eight, shall have a space of not less than one hundred cubic feet and not less than sixteen square feet measured on the deck or floor of that space for each seaman or apprentice lodged therein. Such place shall be securely constructed, properly lighted, drained, heated and ventilated, properly protected from weather and sea, and, as far as practicable, properly shut off and protected from the effluvium of cargo or bilge water.

Fishing vessels, yachts and pilot boats are hereby exempted from the provisions of section one of chapter one hundred and seventy-three of the laws of eighteen hundred and ninety-five, entitled "An act to amend section one of chapter three hundred and ninety-eight of the laws of eighteen hundred and eight-two, entitled 'An act to provide for deductions from the gross tonnage of vessels of the United States,'" so far as said section prescribes the amount of space which shall be appropriated to the crew and provides that said space shall be kept free from goods or stores not being the personal property of the crew in use during the voyage.

And on and after June thirtieth, eighteen hundred and ninety-eight, every steamboat of the United States plying upon the Mississippi River or its tributaries shall furnish an appropriate place for the crew, which shall conform to the requirements of this section so far as they shall be applicable thereto by providing sleeping room in the engine room of the steamboats properly protected from the cold, winds, and rain by means of suitable awnings or screens on either side of the guards or sides and forward, reaching from the boiler deck to the lower or main deck, under the direction and approval of the supervising inspector general of steam vessels, and shall be properly heated. Any failure to comply with this section shall subject the owner or owners to a penalty of five hundred dollars.

Your attention is invited to the provisions, concerning the maltreatment of seamen, of the act approved March 3, 1897, entitled "An act to amend the laws relating to navigation." The act will take effect July 1, 1897.

Sec. 18. That section fifty-three-hundred and forty-seven of the Revised Statutes be amended to read:

"Sec. 5347. Every master or other officer of an American vessel on the high seas or any other waters within the admiralty and maritime jurisdiction of the United States, who, without justifiable cause, beats, wounds, or imprisons any of the crew of such vessel or withholds from them suitable food and nourishment, or inflicts upon them any cruel and inhuman punishment, shall be punished by a fine of not more than one thousand dollars, or by imprisonment not more than five years, or by both."

"Nothing herein contained shall be construed to repeal or modify section forty-six hundred and eleven of the Revised Statutes."

EUGENE T. CHAMBERLAIN,
Commissioner of Navigation.

Approved:
J. G. CARLISLE, Secretary.

B. B. Crowninshield has established himself in business as a yacht designer and broker, with an office at 31 State street, Boston, and already has several orders placed and others in prospect.

VISIBLE SUPPLY OF GRAIN.

As compiled for The Marine Record by George F. Stone, Secretary Chicago Board of Trade.

Cities Where Stored.	Wheat. Bushels.	Corn. Bushels	Oats. Bushels.	Rye. Bushels.	Barley. Bushels.
Albany	.....	50,000	100,000	.....	5,000
Baltimore	532,000	2,225 000	271 000	84,000	.....
Boston	680,000	1,038,000	146 000	1 000	.....
Buffalo	1 138,000	112 000	193 000	124 000	942,000
" afloat	210,000	225,000	816 000	95 000	.....
Chicago	10,881,000	7,834 000	6 033 000	1,321 000	154,000
" afloat	200,000	3 667,000	618,000	194,000	97,000
Cincinnati	3 000	2,000	9,000	.....	101,000
Detroit	297,000	98,000	12,000	40,000	23,000
" afloat	.....	.....	.....	.....	.....
Duluth and Superior	5,005,000	46,000	1,949,000	805 000	1,133,000
" afloat	402,000	.....	.....	.....	.....
Indianapolis	121,000	94,000	2,000	.....	.....
Kansas City	370,000	163,000	176,000	7,000	.....
Milwaukee	255,000	5,000	12,000	451 000	92,000
" afloat	.....	.....	.....	.....	95 000
Minneapolis	15,495,000	73,000	822.000	22 000	85 000
Montreal	461,000	22 000	563 000	56,000	43,000
New York	2,401 000	4,618,000	1,849,000	272 000	203 000
" afloat	787,000	229,000	.....	8,000	63 000
Oswego	16.000	.....	.....	.....	38 000
Peoria	32 000	127 000	93,000	9,000	19,000
Philadelphia	390,000	1,699 000	133 000	.....	.....
St. Louis	619,000	2,108,000	324 000	25,000	3,000
" afloat	.....	132,000	.....	.....	.....
Toledo	946,000	2 023,000	56 000	99,000	.....
" afloat	.....	.....	.....	.....	.....
Toronto	208,000	.....	64,000	.....	39,000
On Canal	.....	.....	.....	.....	.....
On Lakes	.....	.....	.....	.....	.....
On Mississippi	.....	205,000	22 000	.....	.....
Grand Total	41,449,000	26,795,000	13,528,000	3,616,000	3,135,000
Corresponding Date 1896	62,123 000	14.886,000	7,410,000	1,467,000	1,533,000

LITERARY NOTICES--NEW PUBLICATIONS.

The Macmillan Co. having caught the attention of "the jolly sailor man," and all who love the sea, by publishing "On Many Seas," chooses this favorable moment to issue a book of short stories entitled "The Port of Missing Ships, and Other Stories of the Sea."

Cassier's Magazine, February, contains, among other articles, three of special interest to those connected with shipping: "The Bazin Roller Boat," "Electric Ship Lighting," and "Steamboats on Western American Rivers."

The Nautical Magazine for March, Spottiswoode & Co., 54 Gracechurch street, E. C., London.—The article on "Her Majesty's Government and Shipowners' Liability" by Dr. Raikes, is opportune, and though it contains some debatable matter, is on the whole an able presentation of the subject.

Reed's "Polyglot Guide to the Marine Engine." English, Francais, Deutsch and Norsk. Price 10s 6d, Sunderland: Thomas Reed & Co., 184 High street, West. This is a work which should meet with a sale among engineers in the different countries enumerated in the title. It had been felt that a work of the kind was required, and the publishers have in this publication essayed to supply the want. In carrying out their intention the services of linguists possessing the necessary technical knowledge were secured to make the requisite translations, and these to all appearance have been done with care. The illustra- great assistance to those not fully acquainted with the great assistance to those not fuly acquainted with the parts of a marine engine, all the parts illustrated being marked with an asterisk. The guide should prove invaluable to marine engine builders, shipbuilders, and others interested in the management of steamers.

The Jerusalem correspondent of The Jewish Chronicle mentions that a steamer has at last been put upon the Jordan, which makes the journey from Jericho along the Jordan to Tiberias, on the Sea of Galilee, in five hours. Recently four Jewish families have settled in Jericho, having rented for five years from the Sultan a large area of fruitful land for cultivation, and to be irregated from the Jordan.

"Navigation, Practical and Theoretical," is a useful little volume by David Wilson-Barker, R. N. R., Younger Brother of the Trinity House, and William Allingham (London: Chas. Griffin & Co., Limited). Although the work is of the nature of an elementary manual, it is intended to meet the wants not only of the beginner, but of the practical navigator. It covers the ground for the elementary and advanced stages of the science and art department in navigation. The chapters on current and windward sailing, position by bearings, Mercator's chart and great circle sailing, are very excellent.

Messrs. Little, Brown & Co., Boston, Mass., announce the publication of "The Life of Nelson; the Embodiment of the Sea Power of Great Britain," by Capt. A. T. Mahan, U. S. N., retired. The work is in two volumes, 8vo. Cloth gilt top. Price $8. There are 19 photogravures, portraits and plates and 21 maps and battle plans. The work is uniform with "Influence of Sea Power on History," "Influence of Sea Power Upon the French Revolution."

"The New Rules of the Road at Sea," by H. Stuart Moore, Barrister-at-Law. Price 3s. London: J. D. Potter, 31 Poultry E. C. On the 1st of July next the new regulations for preventing collisions at sea come into force, and the publication of this book comes most opportune. The author divides his work into thirty-one articles, in which various matters pertinent to the subject are ably dealt with and criticised. Mr. Moore's principal object, he says, "has been to supply a complete copy of the rules themselves, and to illustrate them by the notes appended to each article. The notes have been added to assist the reader in understanding such points of difficulty in the construction of the rules, as have been dealt with by decisions of the courts in cases arising under such of the old rules as are similar in language to the new rules." These notes will be especially serviceable in assisting mariners the more eradily to grasp the effect of the alterations which have been made, and guide them when deciding upon the manoeuvres necessary for them to perform for the purpose of avoiding collisions.

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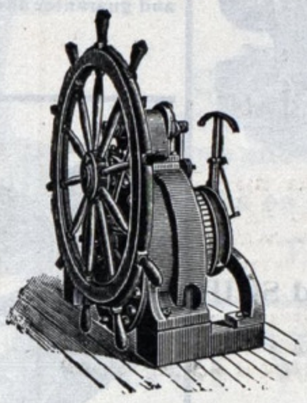

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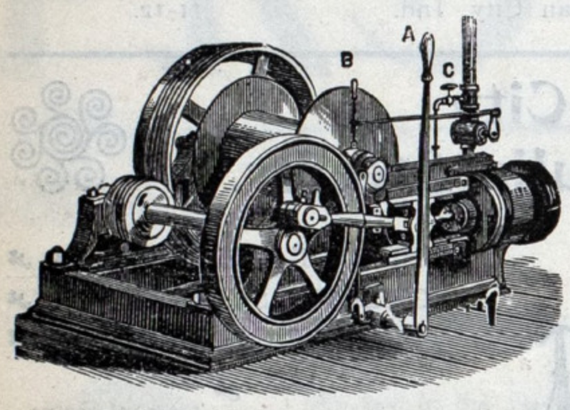

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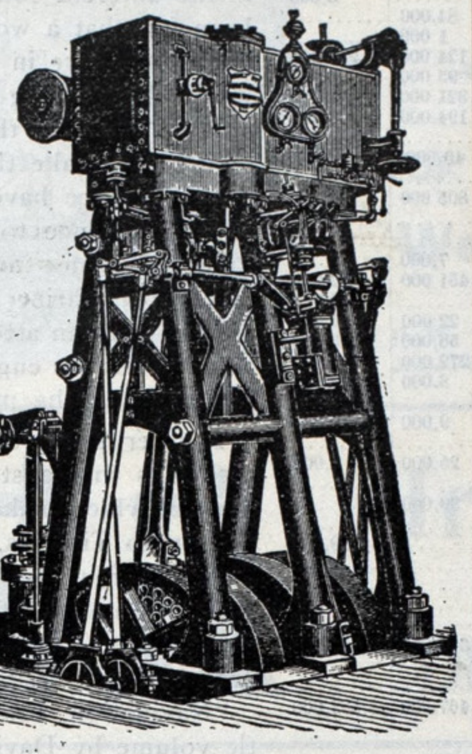

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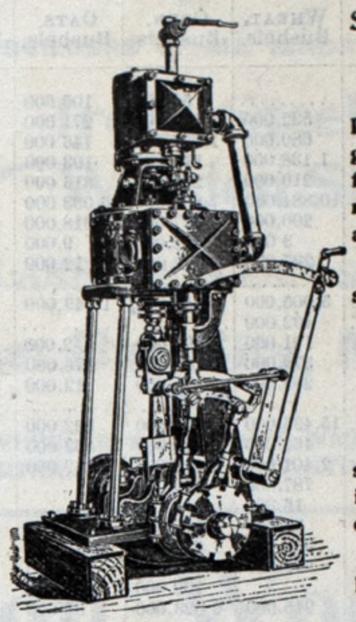

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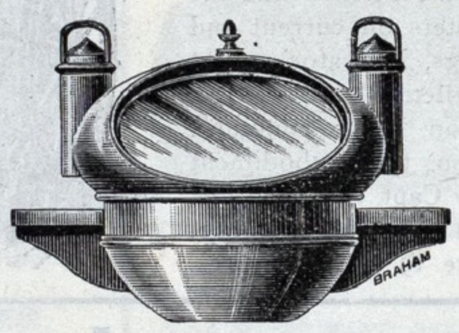

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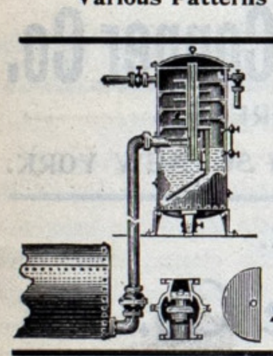

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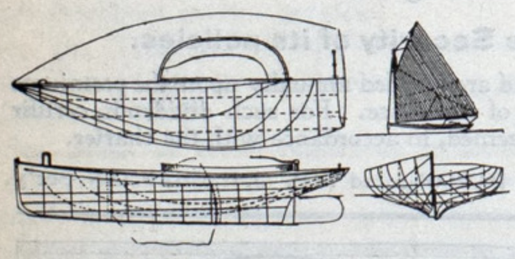

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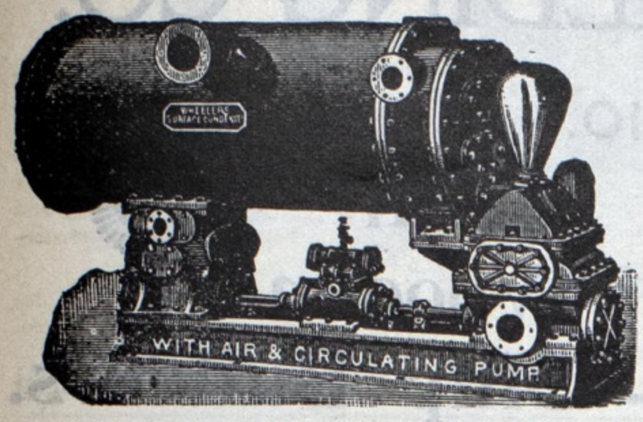

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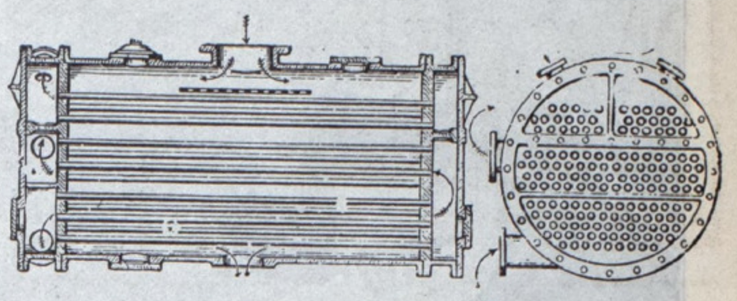

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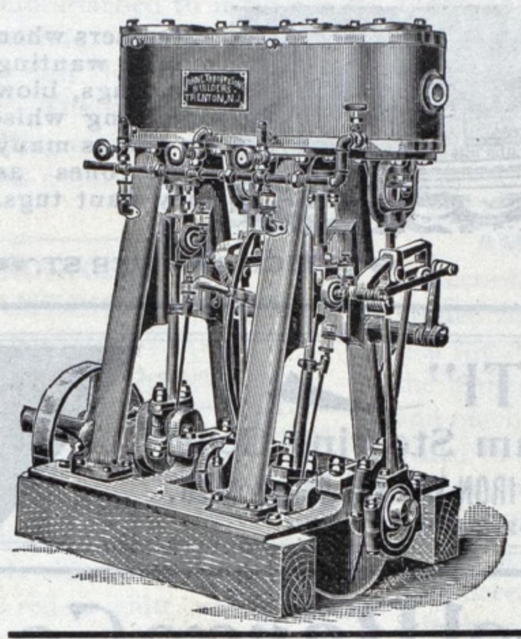

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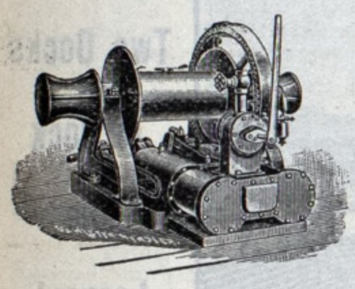

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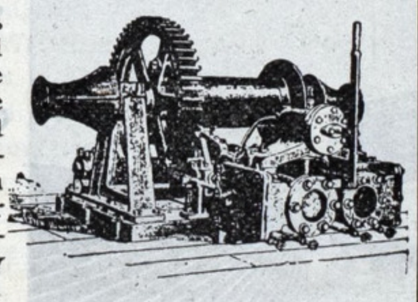

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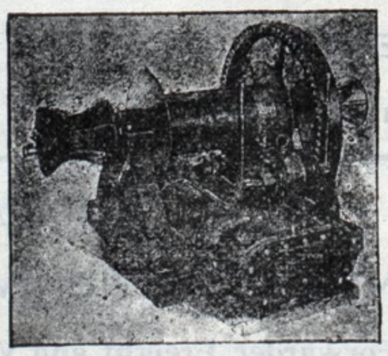

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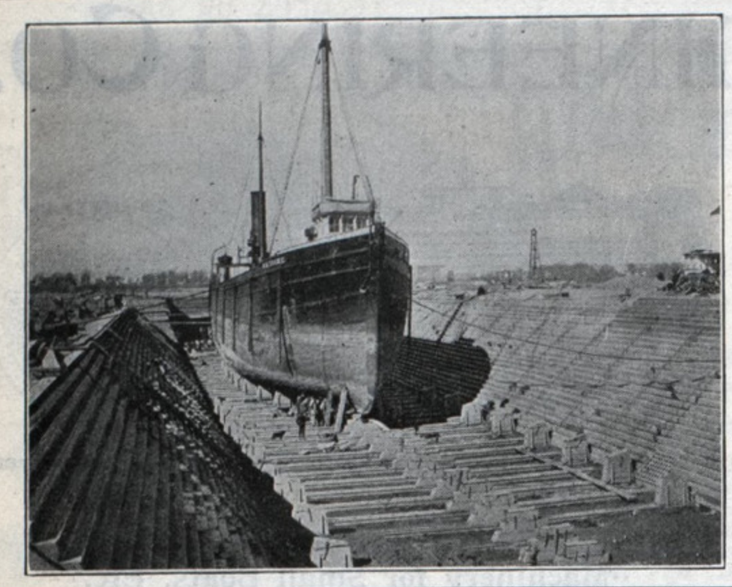

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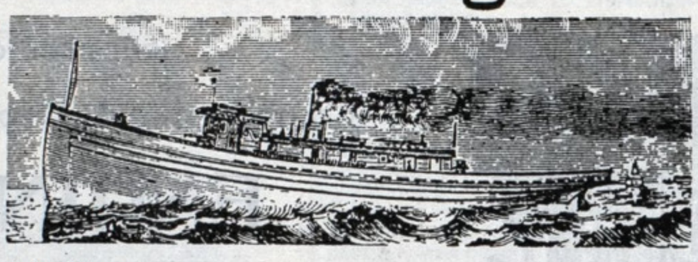

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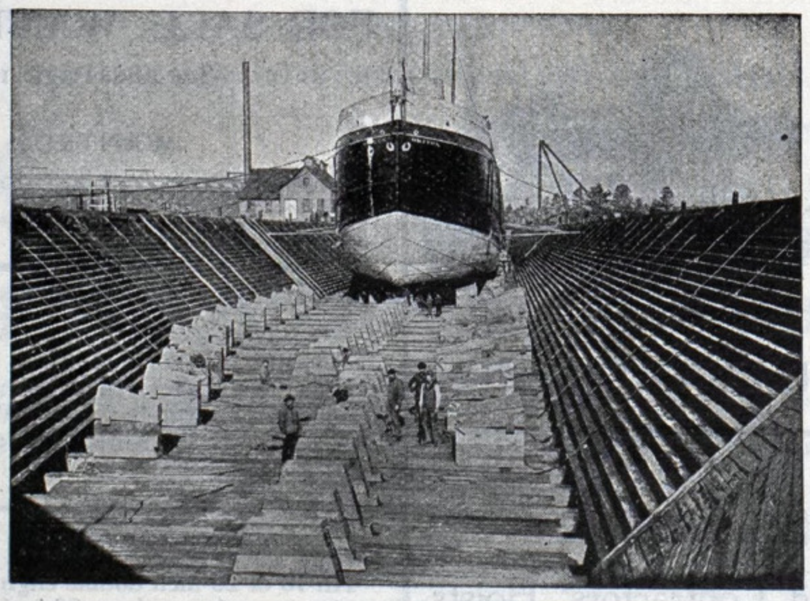

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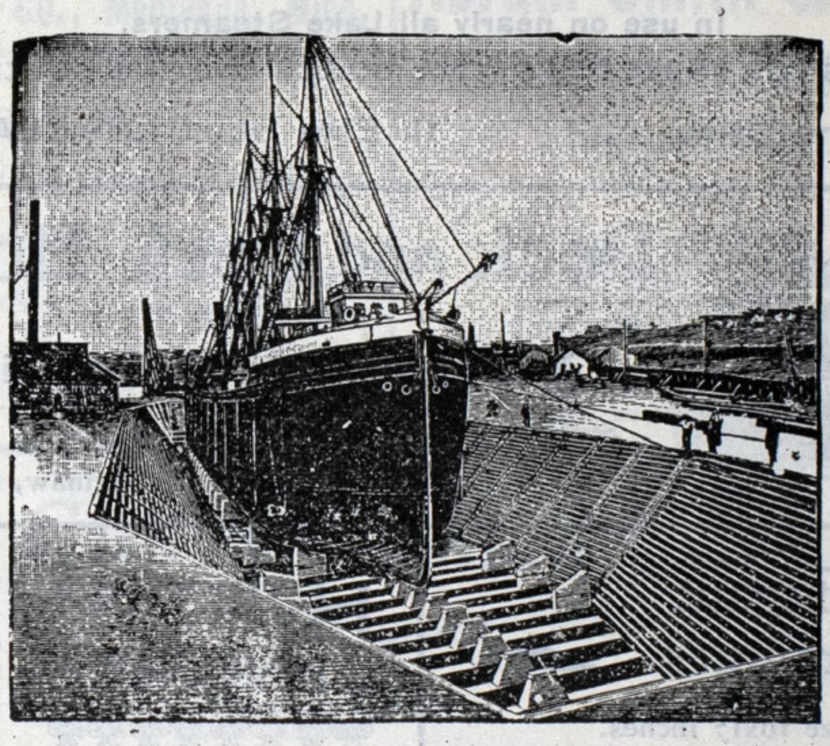

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